



## National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BISMARCK, ND	<b>Accident Number:</b>	DEN84FA042
<b>Date &amp; Time:</b>	12/14/1983, 1841 CST	<b>Registration:</b>	N1151N
<b>Aircraft:</b>	MOONEY M20J	<b>Injuries:</b>	1 Serious, 2 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

### Analysis

THE PLT OF N1151N REPORTED THAT THE DEPARTURE ARPT HAD SOME DRIFTING SNOW WHICH CAUSED THE R BRAKE TO FREEZE AFTER TAKEOFF. WHEN THE ACFT WAS LANDED, THE R TIRE SLID UNTIL IT WORE THRU, THEN DEFLATED. THE PLT STOPPED THE ACFT ON THE RWY, INFORMED TOWER PSNL OF THE SITUATION & ASKED THEM TO SEND SOMEONE TO HELP. IN THE MEANTIME, A BOEING 737 TAXIED TO THE RWY. WHILE TAXIING, THE BOEING AIRCREW NOTED THE SILHOUETTE OF THE DISABLED ACFT, BUT DID NOT NOTICE ANY LIGHTS. THEY CONTINUED TAXIING TO THE RWY, MOVED INTO POSITION FOR TAKEOFF, BUT HELD WHILE WAITING FOR N1151N TO BE REMOVED FROM THE RWY. THE PLT OF N1151N SAID HE LEFT HIS LIGHTS ON UNTIL HE SAW THE GND SVC VEHICLE, THEN TURNED THEM OFF WHEN THE VEHICLE WAS 'ALMOST TO US.' THE VEHICLE OCCUPANTS REPORTED THAT THE TOWER HAD ASKED THEM TO 'HURRY UP' & SAID THEY WERE DRIVING ABOUT 30 MPH. AS THEY PROCEEDED DOWN THE RWY, THEY SAW THE ROTATING BEACON OF THE BOEING 737, WHICH THEY THOUGHT WAS N1151N. THEY DID NOT SEE N1151N UNTIL AFTER THE VEHICLE HIT THE ACFT'S L WING.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - ROLL

#### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (F) LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN
4. (F) LANDING GEAR, TIRE - FAILURE, TOTAL

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: STANDING - ENGINE(S) NOT OPERATING

#### Findings

5. (F) LIGHT CONDITION - DARK NIGHT
6. EXTERIOR LIGHT(S) - SWITCHED OFF

7. (F) LANDING LIGHTS - NOT USED - PILOT IN COMMAND  
8. (C) VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

## Pilot Information

Certificate:	Commercial	Age:	24
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	6000 hours (Total, all aircraft), 3080 hours (Total, this make and model), 190 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N1151N
Model/Series:	M20J M20J	Engines:	1 Reciprocating
Operator:	ALFRED C PIETSCH	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-360-A3B6D
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BIS, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Overcast / 2700 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 330°
Temperature:	-10° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	FARGO, ND (FAR)	Destination:	

## Airport Information

Airport:	BISMARCK MUNI	Runway Surface Type:	Asphalt
Runway Used:	31	Runway Surface Condition:	Dry
Runway Length/Width:	8788 ft / 150 ft		

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): ARNOLD W SCOTT

Adopted Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.